

Table 5

COMPARISON OF ALTERNATIVE PRIMARY ROAD SYSTEMS

<u>CRITERIA</u>	<u>ALTERNATIVE 1 NORTH-SOUTH ROAD VIA MORaine RIDGE</u>	<u>ALTERNATIVE 2 NORTH-SOUTH ROAD VIA AGRICULTURAL AREA</u>
General soils	Deeper top soils (more susceptible to frost heaves); gravelly, coarse sand subbase.	Shallower top soils, sandy sub-base.
Agricultural soils included in primary road system		
Class II	511 acres	600 acres
Class III	244 acres	115 acres
Total Class II & III	755 acres	715 acres
Slope, North-South Road	5.75 miles of slopes over 7%; of that, 1.58 miles over 12%; greater amount of cut and fill necessary to minimize grades; more susceptible to erosion.	2.24 miles of slopes over 7%; of that, 0.5 miles over 12%.
Slope, East-West Road	0.83 mile over 30%.	0.85 mile over 30%.
Stream crossings	One major stream crossing (Fish Creek).	Several stream crossings (including Fish Creek).
Length North-South Road	12.3 miles	12.4 miles
Length East-West Road	8.6 miles	7.1 miles
Length of primary system	20.9 miles	19.5 miles
Initial Cost of primary system	\$6.87 million	\$6.27 million
Initial cost of total system	\$19.22 million	\$19.37 million
Alignment	Greater amount of curves resulting from topography and land status.	Straighter alignment.
Land use compatability	Road serves as demarcation between agricultural area and residential area. Road closer to residential area, giving faster access and more impacts.	Road goes through agricultural lands. Road is further west which gives future traffic from west (e.g. Beluga) a shorter route to Fairbanks.
	Places intersection with Beluga corridor at the south end of Moraine Ridge where future commercial/industrial development is to occur.	Places intersection with Beluga corridor in the agricultural area.
	55 agricultural tracts.	59 agricultural tracts.
Effect on private lands	Crosses two parcels.	Does not cross parcels.